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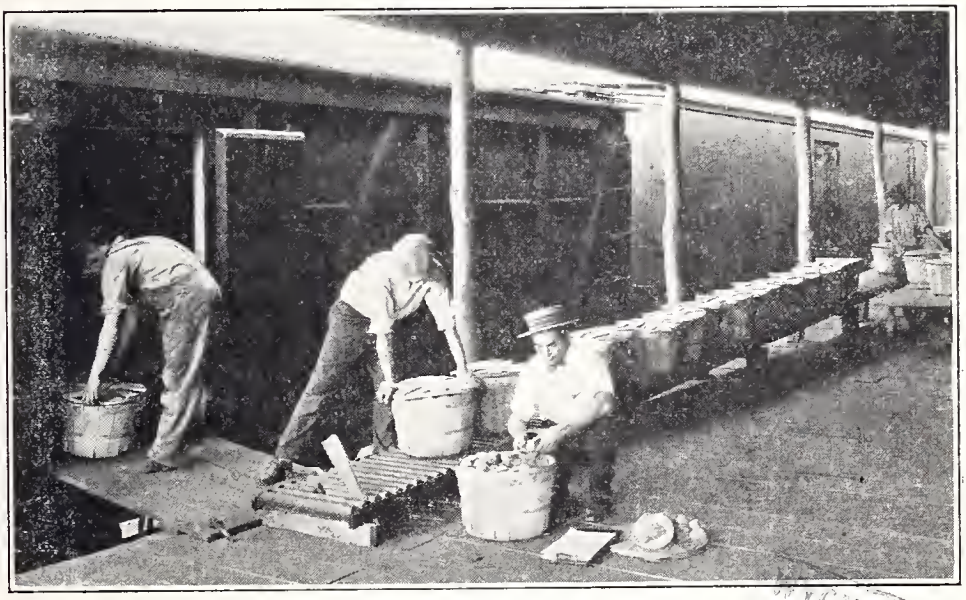
What Shipping Point Inspection Is and What It Accomplishes

By D. M. James



Inspecting Pennsylvania Peaches at Car Door.

WYOMING HISTORICAL SOCIETY WILKES-BARRE

C. G. JORDAN, *Secretary of Agriculture*
GEORGE A. STUART, *Acting Director, Bureau of Markets*

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TEN REASONS FOR SHIPPING POINT INSPECTION

1. It establishes the grade, condition and pack of the product at point of origin.

2. It promotes standardization by encouraging the sale of fruits and vegetables according to official grades.

3. It decreases waste by assuring the transportation and distribution of properly conditioned products.

4. It assists in the distributing of perishables through the added confidence which goes with the graded product.

5. It furnishes a fair basis on which to make contract of sale.

6. It facilitates f.o.b. sales to buyers in distant markets.

7. It assists shipping organizations in making settlements with growers on pooled products.

8. It lessens rejections and minimizes unjust rejections thereby reducing the risks to all financially interested parties.

9. It gives added advertising value to the product thereby expanding available market outlets.

10. It furnishes a fair basis for settling disputes concerning grade, condition, pack or other stipulations between financially interested parties. In case of litigation, it gives the shipper prima facie evidence in all United States courts and in all Pennsylvania state courts.

What Shipping Point Inspection Is and What It Accomplishes

By D. M. James, Bureau of Markets

The inspection and certification of fruits and vegetables was originally started in certain terminal markets designated by the United States Secretary of Agriculture. Authority for this Federal inspection service was enacted into law by Congress, as a war emergency act, on August 10, 1927. The terminal inspections were made principally at the request of the receivers or carriers so that many shippers came to refer to these inspections as "post mortems." Thus the need for the extension of the service to shipping points was desired in order to facilitate standardization of the products as packed, and particularly to strengthen the f.o.b. method of selling.

It was not until the Spring of 1922 that Representative Sumers, of the State of Washington, secured the adoption of an amendment to the agricultural appropriation bill which authorized inspection of fruits and vegetables "when offered for inter-state shipment," as well as when received at principal markets. When this bill was passed, the United States Department of Agriculture had the authority to take over a large new field of work without additional funds to care for it. Therefore, the states were obliged to finance this shipping-point inspection work and during the first fiscal year ended June 30, 1923, there were 72,466 cars of fruits and vegetables inspected at shipping points in 22 states. In five years time this service was extended to 35 states to cover the certification of 193,220 carloads, or nearly 20 per cent of the fruit and vegetable shipments for the entire country during the fiscal year ended June 30, 1927. These inspections covered approximately 50 different commodities.

Development of Service in Pennsylvania

The inspection service is carried on in Pennsylvania through the Bureau of Markets under a cooperative agreement between the United States and Pennsylvania Departments of Agriculture. In the Fall of 1923 the work was started in the Commonwealth with the certification of 238 cars of apples and potatoes. The service was expanded to the extent that 1668 cars were certified in 1926-27, the number declining the next year however, to 1052 cars because of the light fruit crops during that year. However, approximately

Fig. 1. Inspecting Applies in Pennsylvania Packing House.

20 per cent of the apple and 75 per cent of the peach shipments from State points were inspected by Federal-State licensees during the 1927 crop year.

The following table shows the number of cars inspected in Pennsylvania during the five years the service has been in use in the Commonwealth.

Crop year	1923	1924	1925	1926	1927
Apples	234	109	304	1083	557
Cabbage	.....	.....	.....	.....	61
Grapes	.....	.....	.....	.....	4
Peaches	.....	72	.....	435	348
Potatoes	4	15	27	150	82
Total	238	196	331	1668	1052

Any Shipper or Grower May Apply for Inspection

The use of the service depends entirely on the wish of the shipper. It is in no sense compulsory. Shippers, growers, or other financially interested parties may apply for the service from the Pennsylvania Bureau of Markets, Harrisburg, Pa. A fee of $5.00 per car is charged to cover the field work attached to the service. However, for those wishing to have a full-time inspector located in a packing house, at a siding or in a certain territory for a definite period, a flat rate of $8.00 a day, with an additional fee of 50 cents per car inspected, is charged.

Whenever possible the inspecton is made while the commodity is being packed and before it is loaded for shipment. This check-up

of the grading benefits the packing crew, often resulting in finished carloads meeting the grade requirements which would not be the case without the inspector's assistance. When impossible for the inspector to examine the product as it is packed, the closed packages are examined in the car or as they are being loaded. The inspection is based on the percentage of defective stock obtained in samples of a given weight or count, taken from representative portions of the entire lot. The percentage of defective stock contained in the lot determines whether or not the product meets the requirements for the specified grade. At the completion of the inspection a preliminary report is given to the applicant. This consists of a report in concise form of the quality, condition and grade of the product inspected. The report gives the applicant information as to the contents of the car which serves until the inspection certificate is prepared and delivered.

INSPECTION REPORT

Contents of this Car inspected by
JOINT SHIPPING POINT INSPECTION SERVICE OF
UNITED STATES DEPARTMENT OF AGRICULTURE
and
PENNSYLVANIA DEPARTMENT OF AGRICULTURE

Car No. MDT 159241
Date Oct. 15, 1927 Shipping Point Biglerville, Pa.
Product York Imperial apples
Condition and Grade Stock firm, mature, clean, well formed & free from decay. Color ranges from 15% to Complete, mostly from 25 to 50% - 5% defects mostly mechanical or worm injury. Grade U.S. No 1
John Doe

Fig. 2. Facsimile of Preliminary Report.

UNITED STATES DEPARTMENT OF AGRICULTURE
PENNSYLVANIA DEPARTMENT OF AGRICULTURE

S100000

INSPECTION CERTIFICATE

This certificate is issued in compliance with the regulations of the Secretary of Agriculture governing the inspection of food products pursuant to the Act making appropriations for the United States Department of Agriculture and Act 337 of the General Assembly of Pennsylvania (1919) and amendments thereto, and is admissible as prima facie evidence in all courts of the United States and Pennsylvania.

Inspection Point: Biglerville, Pa. *Billing Point:* Biglerville, Pa. *Date:* Oct. 15, 1928.

Applicant: John Jones. *Address:* Biglerville, Pa.

Shipper: John Jones. *Address:* Biglerville, Pa.

(I, the undersigned, on the date above specified made personal inspection of samples believed by me to be representative of the lot of products herein described and do hereby certify that the conditions, at the said time and on said date, pertaining to such products, as shown by said samples, were as stated below:)

Car Initial and Number: M D T 1 5 9 2 4 1. *Kind of Car:* Refrigerator.

Car Equipment and Condition at Completion of Inspection: 5:00 P. M. Hatches open, plugs out, bunkers empty. Floor racks.

Products: York Imperial A P P L E S in barrels labelled "Jones Brand, Packed by John Jones, Biglerville, Pa," and stamped to denote variety and size. Loaders count 168 barrels 2½ inch apples.

Loading: Loaded full length of car, barrels on bilge, 3 rows wide, 3 layers high, tight load, no breakage.

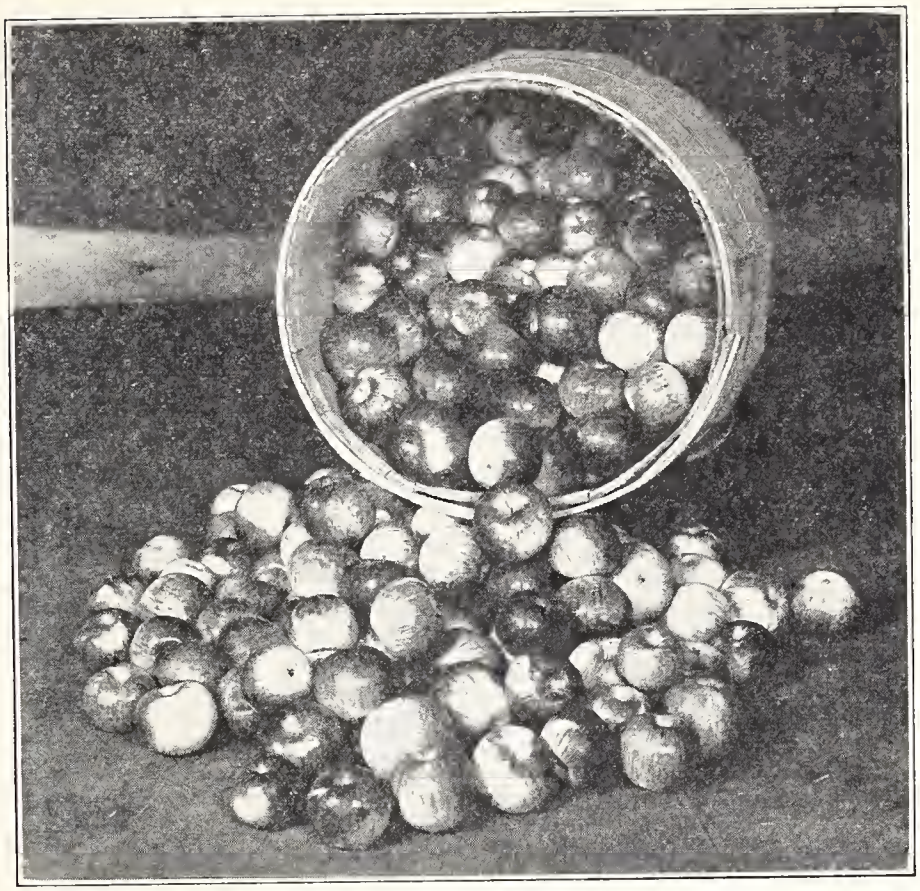
Pack: Double ring faced and ring tailed, corrugated cardboard pads in ends of barrels. Good tight pack.

Size: Size ranges from 2½ to 3 inches mostly from 2½ to 2¾ inches in diameter. Practically no stock less than minimum size as marked.

Quality and Condition: Stock is mature, firm, clean, bright, well formed, and free from decay. Color ranges from 15% to complete color, mostly from 25% to 50% good red color. 5% defects, mostly mechanical or worm injury, some scab.

Grade: U. S. No. 1.

.....
John Doe (Inspector).



From U. S. Department of Agriculture

Fig. 3. U. S. Grade No. 1 Apples.

The certificate issued by the inspector, who is a licensee of the United States Department of Agriculture employed by the Pennsylvania Department of Agriculture, is prima facie evidence in any United States Court, in Pennsylvania State Courts, and in courts in many other states. The certificate covers the following items:

1. Car Equipment and Condition: This includes the condition of car equipment, particularly with reference to ventilation, refrigeration, etc.

2. Products Inspected: This includes distinguishing marks, such as brands, tags, labels, grower's marks, pack, size, grade and loaders count or manifest.

3. Loading: This includes a description of the stowing of load as to rows, layers, stacks, alignment, stripping, bracing, tightness, breakage, etc.

4. Pack: This includes a description of the system of pack, wrappers, tightness, count, etc.

5. **Size:** This includes the range in size, percentage below minimum or above maximum size as marked or required, uniformity, etc.

6. **Quality and Condition:** This shows general qualities of stock as to maturity, firmness, color, grade defects, and decay, scald or other condition factors.

7. **Grade:** This states the grade into which the product is placed.

Shippers and Growers Commend Inspection Service

Shippers of Pennsylvania-grown products have much commendation for the benefits received from the use of shipping-point inspection. How these shippers regard this work may best be judged from letters which they have sent to the Pennsylvania Department of Agriculture, extracts from several of which follow:

Gledhill and Putnam, Ulysses, Pa. (Shippers of potatoes): "Shipping-point inspection has become a necessity for the reason that nine-tenths of the sales we make carry specifications for U. S. No. 1 stock, and one can be sure of this grade only through shipping-point inspection. Stock that grades U. S. No. 1, when shipped to a reputable dealer, invariably is accepted. Stock that is not U. S. No. 1 is where the money is lost in this business, and is something which shipping-point inspection is remedying.

From U. S. Department of Agriculture

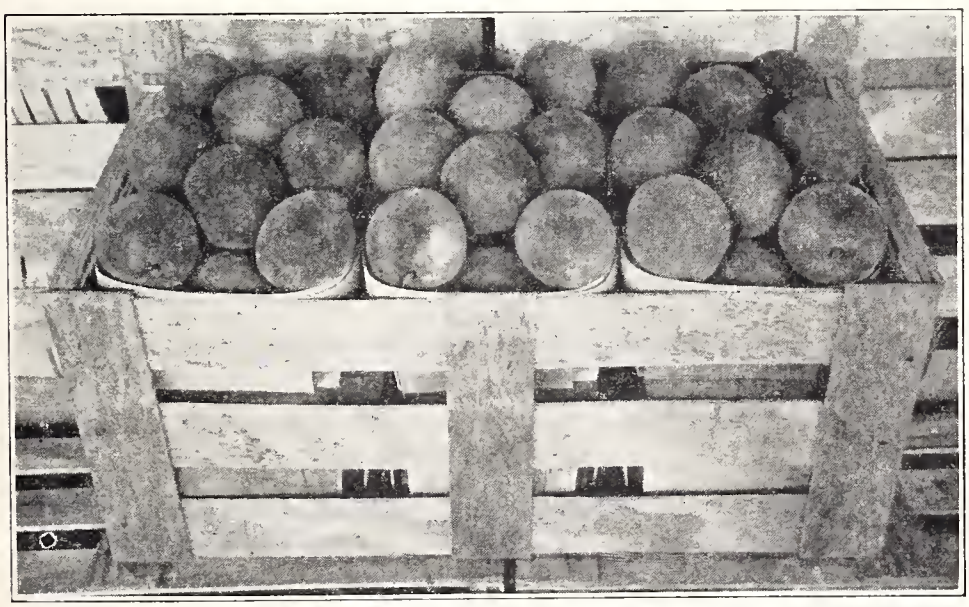
Fig. 4. U. S. Grade No. 1 Potatoes.

Pen-Mar Cooperative Fruit Association, Midvale, Pa. (Shippers of apples and peaches). "We are pleased to advise that the Federal f.o.b. inspection service which we have used the last several seasons has been an advantage. We are convinced that this service removes

from the shipping business a great hazard. We like to know that our fruits are packed and graded to a U. S. No. 1 standard as it leaves here. In a cooperative association it also serves another purpose and that is one grower cannot say that his fruit is being graded harder than his neighbors. We take pleasure in recommending the State inspection service to other growers in the State and sincerely believe that it is a good thing."

Adams County Fruit Packing and Distributing Company, Biglerville, Pa. (Shippers of apples and peaches). "Relative to our experience with shipping-point inspection of fruits, would advise that same has been beneficial to us primarily because of the standardization of grades so that simplification of representations of grades can be made intelligently to prospective purchasers without misunderstandings."

American Fruit Growers, Martinsburg, W. Va. (Shippers of fruits and vegetables). "We are very glad of the opportunity to commend the inspection service in Pennsylvania. Without it we would be handicapped immeasurably, for as the largest single distributors of fruits in this section, it is absolutely necessary for us to have a true picture of the quality and condition of every car of fruit that is shipped. We can only obtain such by having each car inspected. In other words, an inspection certificate tells us whether the purchaser is shipped the kind of fruit he purchased. With such information in our possession much later trouble is avoided."



From U. S. Department of Agriculture

Fig. 5. U. S. Grade No. 1 Peaches.

Mt. Parnell Cooperative Fruit Association, St. Thomas, Pa. (Shippers of apples and peaches): "To speak briefly of the benefits of our five years experience with the inspection of our peaches and apples: The actual specifications quite clearly defined as U. S. Grades have been a big help as a basis for selling either in advance of packing or thereafter. Determination of a grade that will reduce differences of opinion, between buyer and seller, to a minimum, is very valuable in itself. But to have some disinterested third party invested with unquestioned power to enforce such a grade as agreed upon prior to a sale has upon several occasions been a financial asset around our plant, more valuable than the cost of the inspection service.

"We have distributed several hundred cars by a combination of f.o.b. cash sales, for terminal auctions, and for consignments, and the first case is yet to arise where the objections did follow up that a question has been made of the grade."

Less than One in a Thousand Cars Reversed in Grade

The question is often asked whether a shipping-point certificate can be reversed in the markets and how this is done. The party who receives a shipment which has previously been inspected at shipping-point may request a reinspection by paying three times the regular fee, or $12.00, which is forfeited in case the original grade is upheld. It is necessary for two Federal inspectors to reverse the grade on a carload, factors which affect condition only, such as decay, freezing, heating, etc., not affecting the grade. In case the grade determined at shipping-point is reversed, the deposited fee is returned to the appellant.

During the five years that the service has been in operation in Pennsylvania, only three cars have been reversed of the 3,485 inspected. This shows the accuracy of the work in the Commonwealth since less than one-tenth of one per cent of all inspections have been reversed in grade.

The fact that producing districts in Pennsylvania are near large consuming centers does not alter the fact that competition with other highly specialized producing areas is growing more keen. The consumer is demanding a better product more uniformly graded and the Pennsylvania producer must supply this demand to survive the competition from other states. Shipping-point inspection is the surest way to secure the required grades, and affords the safest means of delivering the standardized product into the markets.

PENNSYLVANIA DEPARTMENT OF AGRICULTURE

Organization and Services

C. G. JORDAN, *Secretary of Agriculture* ....R. G. BRESSLER, *Deputy Secretary*

This Department is essentially a service agency created by legislative enactment to deal with administrative, regulatory, investigational, and educational problems which can best be solved through public rather than individual action. The organization provides for coordination and cooperation with the Pennsylvania State College and the U. S. Department of Agriculture. The Department operates through the following bureaus:

ANIMAL INDUSTRY: T. E. MUNCE, *Director and State Veterinarian.*

Prevents and Eradicates transmissible diseases of animals and poultry, including tuberculosis of animals in cooperation with Federal Government.

Demonstrates to veterinarians control methods for transmissible animal diseases:

Supervises vaccination for and the prevention of hog cholera, anthrax, black leg and hemorrhagic septicemia:

Protects public from unwholesome meats through ante and post mortem examinations of animals at slaughtering establishments;

Inspects, licenses and furnishes information as to breeding, soundness and conformation of stallions and jacks standing for public service;

Enforces law requiring licensing of dogs and providing for protection of livestock and people from attacks of uncontrolled dogs;

Maintains laboratory for diagnostic research and experimental projects.

PLANT INDUSTRY: R. H. BELL, *Director,*

Tests agricultural seeds for purity and germination, and enforces State Seed Law;

Inspects orchards, parks, farms, and plant imports for injurious insects and plant diseases;

Inspects and licenses Pennsylvania nurseries, and licenses all dealers in nursery stock;

Makes investigations for the control of injurious insects and plant diseases including field tests of insecticides, fungicides and weed killers;

Enforces laws governing apicultural practices, disease control and housing;

Places and enforces quarantines and carries on eradication campaigns against insect pests and plant diseases;

Inspects and certifies potatoes for seed purposes;

Maintains collections of insects, plant diseases, plants, and seeds, and identifies specimens.

FOODS AND CHEMISTRY: JAMES W. KELLOGG, *Director—Chief Chemist.*

Accomplishes its purpose of protecting Pennsylvania homes against harmful foodstuffs by sampling, analyzing, and bringing prosecution under the laws relating to foods and non-alcoholic drinks, including milk, cream, butter, ice-cream, eggs, sausage, fresh meats, soft drinks, fruit syrups, vinegar and kindred food products;

Regulates and issues licenses for the manufacture and sale of oleomargarine:

Licenses and regulates egg-opening plants and cold storage warehouses, maintaining regular inspection and enforcing twelve-month storage limit;

Inspects milk plants and creameries and regulates weighing, testing, buying and selling of milk and cream on a butterfat basis;

Protects honest manufacturers, importers, selling agents and ultimate users of feeding stuffs, fertilizers, lime products, linseed oil, paint, putty, turpentine, insecticides and fungicides, by means of annual registrations followed by inspections, analyses, prosecutions and the publication of the analyses of these products;

Analyzes special samples for residents of the State at the rate of $1.00 a sample for feeding stuffs, lime products and linseed oils.

MARKETS: GEO. A. STUART, *Acting Director.*

Investigates and assists in the marketing of farm products; at present chiefly grain and hay, fruits and vegetables, poultry and eggs, and tobacco;

Compiles and distributes daily market information as to supplies, shipments and prices;

Advises growers on transportation of agricultural products;

Assists cooperative associations and public markets;

Establishes standard grades of farm products and maintains inspection.

STATISTICS: L. H. WIBLE, *Director.*

Assembles and disseminates essential statistic and facts pertaining to the agriculture of the State, from monthly reports rendered by hundreds of volunteer crop correspondents, information which assists the producer in his sales and interests all industries which deal with agricultural products;

Cooperates with U. S. Bureau of Agricultural Economics in joint crop and livestock reporting and publishes annual and monthly summaries of the data;

Compiles dates of county and local fairs and assembles data pertaining to their success and results during each year.